

# GARRISON, HERE, TELLS WHY HE QUIT CABINET

Weather—Rain probable to-night and Saturday; warmer

**FINAL**  
EDITION

**The**



**World.**

**FINAL**  
EDITION

"Circulation Books Open to All."

"Circulation Books Open to All."

PRICE ONE CENT.

Copyright, 1916, by The Press Publishing Co. (The New York World).

NEW YORK, FRIDAY, FEBRUARY 11, 1916.

18 PAGES

PRICE ONE CENT.

## MORGAN HELD SUBWAY MONEY BAG, FORCED SHONTS TO OBEY ORDERS

### "ACTION WAS FOR PRINCIPLE," SAYS EX-SECRETARY OF WAR; OUT OF POLITICS FOR GOOD

"No Pique or Personality" in Split with President Wilson.

FINDS BY OPINIONS.

Successor in the Cabinet Likely to Be Chosen Within Twenty-Four Hours.

Lindley M. Garrison, who suddenly resigned as Secretary of War yesterday and came immediately to New York City, broke his self-imposed silence to-day noon and said to a representative of The Evening World:

"I do not intend to discuss in any way the circumstances and conditions that led up to my resignation. The letters that passed between the President and myself speak for themselves and I am going to let the case rest upon them."

"My action was based solely upon principle and conviction. I would be very indeed to have any one think that there was the slightest degree of pique or personality entering into it. That certainly was furthest from my thoughts."

"I have nothing to add or to take away from my views on the subject of national preparedness as expressed in the correspondence. They will continue to be my opinions on this important question. I have been urged to become an active advocate of the cause, but I have no desire to press myself on the public. I cannot conceive of my taking the stump against the President."

"My intent and desire just now is to retire from political life, become a private citizen and resume the practice of law. I am out of politics. Some persons have asked me whether I am to be a candidate for Governor of New Jersey. My answer is that I am not. I am not a candidate for that office or any other office, and would not accept if elected."

"I have come over here to New York without any definite plans for the future except to go to practicing law again after twelve years in public office and try now to earn a living for myself and wife and to lay up something for the future. I don't know where I shall set up my office, whether in New York or in New Jersey. Already several persons have been kind enough to tempt me with invitations and offers."

"I wish it were the month of May that I could go down to my summer home at Seabright. I love that Jersey shore, and a tennis court there is just waiting for us. Here I am in New York not even knowing where I am going to live. I am just camping out in the house of my good friend George Leary."

Two moving picture men at this moment sent in appeals for Mr. Garrison to please come out and give them a shot at him. The ex-Secretary was in rare good humor and said:

"Those boys have been waiting for me since 7 o'clock this morning. They deserve to have a film if they think I am worth taking."

Walking across the street, Mr. Gar-

(Continued on Second Page.)

### COL. ROOSEVELT SAILS FOR THE WEST INDIES

Starts This Afternoon With Mrs. Roosevelt for a Month's Rest.

Theodore Roosevelt sailed to-day on the Guiana of the Quebec Steamship Line for a vacation in the West Indies. With Mrs. Roosevelt he boarded the ship after a luncheon at the home of Theodore Roosevelt Jr. at which Dr. and Mrs. Richard Derby, his daughter Ethel, were present. He said he planned to stop off three or four days at Demerara and about the same time at Trinidad, making no other stays ashore.

"Do you intend to do any hunting?" was asked.

"You should not have asked that question," said the Colonel, flushing a benignant smile, "and you would not if you knew anything about those places. If you knew you would understand that I might as well say I was going to the Rocky Mountains on a whaling trip."

"How about Secretary Garrison's resignation?" asked another by way of changing the subject.

"I refer you," said the Colonel with a grin, "to my book published only yesterday and now on sale by all booksellers."

### LAWYER IS KILLED ON ERIE RAILROAD

De Lagnel Berier of Ridgewood Run Down While Walking on the Track.

De Lagnel Berier, a marine lawyer, who lived at Ridgewood, N. J., and had an office at No. 1 Broadway, this city, was instantly killed to-day by a drill engine on the Erie Railroad track near Carlton Hill, N. J.

Mr. Berier, who was fifty years old, was a daily commuter to New York, but for an unknown reason he alighted from the train at Carlton Hill this morning and started down the track in the direction of Rutherford.

When the drill engine came down upon him, the engineer blew his whistle vigorously, but Mr. Berier paid no attention to it.

In Ridgewood Mr. Berier lived at No. 171 Monticello Avenue with his wife. He was a graduate of Columbia University in the class of 1882, and was a member of the Beta Beta Beta fraternity.

### CHILD WEDGED IN DOOR AS SUBWAY TRAIN MOVES

Women in Near Panic at Grand Central, but Emergency Cord Saves Life.

Women on the platform of the Grand Central subway station were sent into hysterics at 1:45 o'clock this afternoon when a Lenox Avenue local train started to move with a child caught half way through one of the side doors. The child was dragged, screaming, along the edge of the platform for some distance before the shouts of the crowd attracted the guard's attention and caused him to pull the emergency cord.

In the excitement following the sudden stop and the rescue of the child, passengers opened several other doors, and when the train started again a guard pulled the emergency cord a second time. The resulting confusion caused a delay of about fifteen minutes. The youngster was not seriously hurt.

### BIG BATTLE FLEET SHOWN BY BRITISH AWAITING GERMANS

Dreadnoughts Hold Place of Honor Ready to Meet Expected Dash to Sea.

ON BEATTY'S FLAGSHIP.

Lion Shows Only a Few Dents as Marks of Dogger Bank Battle.

SOMEWHERE IN THE NORTH SEA (via London), Feb. 11.—Great Britain's first line offensive fleet, an incomparable combination of speed and gun power ready for instant action, was inspected yesterday by a party of French and American correspondents. A representative of the Associated Press was permitted to view from the bridge of a torpedo boat the naval unit which is expected to meet the first shock of a German attack.

In the fleet were virtually all the veteran fighting craft which have been in action in this war, but they showed few scars with the exception of an occasional dent in their armor. The pride of place was held by battle cruisers which in engagements from the Falkland Isles to the Dardanelles have borne the brunt of the sea fighting.

Unpopular with officers and men before the war because they were constantly coaling and never more than cautiously praised by the proponents of the super-dreadnought policy, these huge fighting machines hold the premier position in the British navy, in which warship speed is now regarded as the first and most important principle of naval strategy.

As the launch with the visitors on board turned toward the line of battle cruisers against the horizon they could see the "eyes of the fleet" in the form of a few prowling destroyers, which keep up incessant watch, not only to protect their mighty sisters from submarine attack, but catch the first view of any adventuring German warship which might poke its nose into the open North Sea.

The correspondents were taken on board the cruiser Lion, which was Admiral Beatty's flagship in the Dogger Bank battle. With the exception of a dent in her forward turret armor and a similar scar just above the waterline, this show vessel of the British Navy displays little sign of the terrific hammering she got when three German battle cruisers concentrated their fire on her.

Carefully mounted in the companionway is an 11-inch unexploded shell, which the Seydlitz hurled through the Lion's armor below the waterline.

The celebrated Tiger is in the line looking like a newly commissioned ship despite the many times she is reported to have been sunk. Beyond the battle cruisers a long line of light cruisers lost itself in the fog. Some of these vessels are veterans and they show signs of the rough patrol work they are called upon constantly to do, but many are newly commissioned and have yet to wear the scars of service.

Beyond the light cruisers was a flotilla of colliers constantly feeding the hungry stoke-holds of the battle cruisers, which even at anchor keep up a full head of steam as their turbines must be rested but must never be allowed to grow cold.

Scattered about the fleet were several destroyer squadrons with light cruiser leaders and merchant ships as escorts.

After sweeping around the destroyers, the torpedo boats headed toward a pre-dreadnought looking formidable enough to the layman but lightly referred to by the officers as a "third-line unit" or "bait" to entice the German fleet into the North Sea.

### HIS PSYCHIC BRIDE APPROVED IN "BEST COLLEGE CIRCLES"

Dr. Deady Defends His "Life in Love" in Shadows of Columbia University.

FINDS NO SOCIAL BAN.

Wins Another's Wife and Gives Up Own as Unreal, Defying Conventionality.

A legal fight for the possession of a nine-year-old boy which was started to-day in the Supreme Court by Dr. Gunn J. Busck, a wealthy physician of Westfield, N. Y., revealed that within the shadow of Columbia University the boy's mother, Mrs. Charlotte Busck, is living with Dr. Henderson B. Deady, well known psychoanalyst, as his "psychic bride."

She is known as such to some of the most prominent members of Columbia faculty, and to an Evening World reporter who called upon him Dr. Deady justified his idealistic existence.

Dr. Deady's ideas of matrimony are so strange that Dr. Busck, who divorced his wife in 1911, fears his son, Richard, as he grows older will be influenced by them.

Dr. Busck might have spared himself the present litigation, Dr. Deady says, if, when the divorce was pending in Suffolk County, the aggrieved husband had consented to permit the psychoanalyst to visit his home whenever he liked. Dr. Busck would not agree to this arrangement and sued for divorce, naming Dr. Deady as co-respondent.

Just before the case was tried Dr. Deady and Mrs. Busck and Richard, the little son, sailed for Europe, where Dr. Deady passed several months studying under Karl Jung. When the gossip attending the divorce suit subsided Dr. Deady and his psycho-bride and the boy returned to this country and went to live in seclusion at Brookfield, Conn., the summer home of Mrs. Busck. Later the couple and little Dick came to New York and took separate apartments at No. 434 West One Hundred and Twentieth Street. Later they moved into a larger apartment together.

"There may be something unusual in my mode of living, in the eyes of the uninitiated," Dr. Deady said to an Evening World reporter at his apartment last night, "but in the enlightened circle in which Mrs. Busck and I travel, we along with our ideas, are accepted as human beings. And that circle includes some of the best people connected with Columbia University."

"The lady and I have discarded the sentimental and emotional things in life. We are living according to psycho-analysis."

"Psycho-analysis is the mental side of medicine. Its province is to cast out the false in life and love and make use of the real."

"Before Dr. Busck brought the divorce suit in Suffolk County, we had a heart to heart talk and he was given every opportunity to fit a place in our scheme. We offered to permit him to pose as the worldly husband of Mrs. Busck, but to maintain only formal friendly relations with her. We were perfectly agreeable to his dining with us, entertaining with us and taking part in family conferences, but beyond that, we decided, he was not to go. He would not agree to this. Mrs. Busck obtained her freedom. I couldn't. I am still married in the eyes of the law to the sister of Dr. Busck."

"The inevitable happened. I gave up my wife—who was unreal, according to the conventions of marriage. A State and Church got their authority to interfere with love."

When Dr. Deady was told that his fellow tenants in the house regarded him and Mrs. Busck as a brother and sister, Dr. Deady said:

"Why they have no right to do that. We live as man and wife. It is because Dick calls me 'Uncle Henry,' I guess, that they got the idea I was the lady's brother."

### Mrs. Edison in Ideal Low-Cut Gown, Photographed Yesterday



MRS. THOMAS A. EDISON

### Mayor Says City Will Refuse to Pay Bonuses on Subways

Regarding the bonuses which the Interborough paid to President Shonts and others, as well as concerning the one given by the B. R. T. to President Williams, Mayor Mitchell said to-day:

"If these bonuses, as alleged, either now add to the company's construction costs of the new subways, or an attempt is made to add them to that cost, the city should and will oppose that by whatever means it possesses."

"Mind you, I know nothing about these bonuses beyond what I have read in the newspapers. But if bonuses of this kind were paid for services in arranging the subway terms—terms which the company must have regarded as advantageous to them—and it is sought to load them on construction costs, the city will oppose such action at the proper time and in the proper way. Of course it is our duty to see that no items or charges are written into the subways' contracts improperly."

"The investigation is still being conducted by the Thompson Legislative Committee, and upon the facts which they bring out we will predicate our action."

### BONFIRES AS SIGNALS CALL OUT 3,500 MEN ON JERSEY CENTRAL

Railroad Trackwalkers and Repair Men Go Out Without Warning to Company.

A general strike of trackwalkers and repair men was started at 4 o'clock this morning on the Jersey Central Railroad, when 3,500 quit work without warning. Leaders of the strike said the trackwalkers and repair men of the West Shore Railroad, from Weehawken, N. J., to Roveness, N. Y., had also decided to strike and would go out.

Preparations were immediately made by officials of the Jersey Central to bring in strikebreakers and hundreds of railroad detectives were sent out along the line, in anticipation of trouble. The terminal at Jersey City and the freight yards were guarded, a score of Jersey City policemen aiding the railroad force. The strikers learned that a special train was being made up in the yards to take out strikebreakers and a crowd of them gathered on the outskirts.

When the men quit work this morning the gangs of each section gathered at a point alongside the tracks and big bonfires were lighted. They hailed the crews of passing trains and told them to carry along word of the strike. The men were at work at the time on several important breaks which the railroad company insists must be finished immediately and will be done by the strikebreakers, if necessary.

The strikers demand an increase of wages of from 17 cents an hour to 25 cents an hour, with an eight-hour day, instead of the ten-hour schedule, which has been in force. They also ask time and one-half for overtime work. The company has absolutely refused to consider the demand.

The strike came unexpectedly following the action of seventy section hands, who quit work on the West Shore yesterday. A meeting of representatives of the West Shore and Jersey Central section hands was held secretly in Jersey City last night and it was then voted to strike.

### PUBLIC SERVICE COMMISSION AND CITY, TOO, HAD TO BOW TO DEMANDS OF FINANCIER

Letters Read at the Inquiry Show Banker Held Money Bag and Bossed All Parties Involved in the Subway Deal.

### SUBPOENA FOR CONTRACTOR WHO DID THIRD TRACKING

Letters written by J. P. Morgan Jr. to Theodore P. Shonts, President of the Interborough, read into the record of the Thompson Legislative Committee to-day, establish that the Morgan banking house played a more important part in planning the subway extensions and third-tracking of the "L" road than did the city officials or the Public Service Commission. The letters were produced by Horace M. Fisher, Secretary of the Interborough Rapid Transit Company.

By virtue of his control of the financial requirements of the Interborough Mr. Morgan dominated the situation. The southeast corner of Broad and Wall Streets was the hub of the negotiations between the city and the Interborough. The City Hall and the Public Service Commission offices were out on the rim of the wheel.

Mr. Morgan's letters were virtually directions to Mr. Shonts, the \$100,000 President of the Interborough corporation. Mr. Shonts's letters to Mr. Morgan, also read into the record to-day, were practically an acceptance of orders.

### LINER OSCAR II. HAS STORMY TRIP HERE

Ship That Took Ford Delegates Abroad Tossed by 70-Mile Gale for Two Days.

The Oscar II of the Scandinavian-American Line, arrived here to-day after a passage marked by the roughest weather encountered in years. The ship was tossed about by a seventy-mile gale in mid-ocean for two days, but escaped serious damage. She left Copenhagen on Jan. 27. This is her first trip since the Ford Peace Pilgrimage sailed on her to stop the war.

Among the passengers were two returning Ford Pilgrims, Mrs. Dwight Hitchcock and Miss Laura Jensen. They were both as enthusiastic about the ability of the pilgrims to stop the war as they were on the day they sailed.

### FIRE IN 12-STORY FACTORY.

Near Panic as Girls and Men Dash To Fire Escapes.

Much excitement but little damage was caused this afternoon by a fire in the button works of Custer Brothers, on the top floor of the twelve-story building at No. 154 West Fourteenth Street. Thirty-six girls and 120 men employed in the place dashed down the stairs and the fire escapes in the rear to get away from the flames which came from a basket of celluloid button blanks.

The heat started the automatic sprinklers, which, aided by a few employees, put out the fire before the firemen came.

Businessmen's Funeral Arrangements. Private funeral services for Anne Huston will be held at the family residence, No. 2179 Broadway, at noon Sunday. The body will be taken to Woodlawn Cemetery and placed in a temporary receiving vault. Later the remains will be shipped to Pau, France.

WINTER CRUISES TO WARMER CLIMES. All routes, all rates, all new, savings, plans and literature at the World Travel Bureau, Arcade Building (World Building), 360 Park Ave., N. Y. City, telephone BRookman 4000.—Advt.

Chairman Thompson announced that a blanket subpoena was issued to the contracting firm of T. A. Gillespie & Co., calling for the production of all papers in the possession of the company having any bearing on the negotiations for the third tracking of the elevator lines.

The first of the letters from Mr. Morgan to Mr. Shonts was dated June 24, 1909.

"I think it would be as well," the banker wrote, "to put on paper the understanding arrived at this morning between yourself and Mr. Belmont on one side and J. P. Morgan & Co. on the other. It is understood that the Interborough Company will apply to the Public Service Commission for authority to build further subways practically duplicating the existing lines and to build third tracks on and to extend the Manhattan elevated lines."

"You state that this proposition comes to J. P. Morgan & Co. entirely free from any other claim, and that you have authority to deal with any one you wish, but have dealt with no one else."

"Financing the extension of the Manhattan lines presents no difficulty, but financing extensions of the subway lines would require further consideration. . . . I also said that if a plan could be found whereby we could finance the Interborough and not the Manhattan lines we would endeavor to formulate a plan creditable to all, and that through it you would feel justified in applying to the Public Service Commission for authority to make the extensions."

DIRECTORS LEFT THE MATTER TO SHONTS.

"What did Mr. Morgan mean by saying Mr. Shonts was 'entirely free from any other claim'?"

"I'm sure I don't know," said Mr. Fisher.

Q. Mr. Morgan writes that Mr. Shonts "has authority to deal with any one he wished." It would appear that your Board of Directors left the matter entirely in the hands of Mr. Shonts? A. Yes.

Q. He says there would be no difficulty in financing the Manhattan lines? What is the difference between that and financing the Interborough? A. The Manhattan Elevated Company